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BOBIT PUBLISHING

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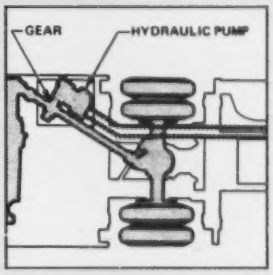

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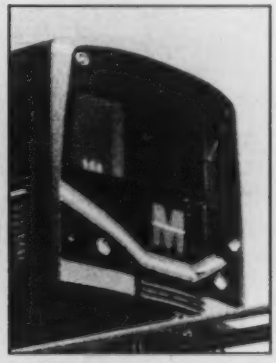

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Cover:
Design by
Linda Young.

Annual Fact Book 1989-90
(Published in the Fall Quarter)

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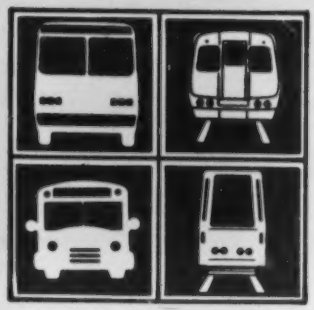

Personal Consumption Expenditures For Transportation in 1988 (in Millions)

User-Operated Transportation	
New Automobiles	$101,168
Used Automobiles	37,480
New and used trucks, RV's	39,272
All other auto expenses including insurance, fuel, repair, parking, etc.	191,226
Total Purchased User-Operated	$369,146
Purchased Local Transportation	
Transit	$ 3,846
Taxicabs	3,829
Railway Commutation	656
Total Purchased Local Transportation	$ 8,331
Purchased Intercity Transportation	
Railway Excluding Commutation	$ 825
Intercity Bus	1,222
Airline	22,588
Other	2,376
Total Purchased Intercity Transportation	$ 27,011
Total Transportation	**$404,488**

Source: U.S. Department of Commerce, Bureau of Analysis

Expenditures for new automobiles jumped over the $100 billion mark in 1988, increasing eight percent over 1987's record. Transit's share of total expenditures for transportation, including bus and rail transit, commuter railway, and intercity bus amount to about one percent of the total transportation expenditures in the U.S. By contrast, expenditures for new automobiles alone amounted to 25 percent, while expenditures for airline travel amounted to six percent.

Circle 108 on METRO Action Card

Statistics

Modal Statistics At A Glance

MODE	NUMBER OF SYSTEMS	ACTIVE VEHICLES	OPERATING EMPLOYEES	VEHICLE MILES OPERATED (MILLIONS)	UNLINKED PASSENGER TRIPS (MILLIONS)	PASSENGER MILES (MILLIONS)
Motor Bus	2,671	60,388	153,533	1,866.0	5,754	21,332
Urbanized Area Fixed-Route	751	52,716	138,119	1,750.4	5,541	20,605
Other Fixed-Route	1,920	7,672	15,434	115.6	213	727
Demand Response	2,582	18,190	29,445	381.5	96	601
Vanpool	23	940	N/A	N/A	N/A	N/A
Heavy Rail	12	10,539	46,269	517.3	2,321	11,365
Light Rail	15	831	3,930	20.8	154	471
Trolleybus	5	710	2032	14.7	136	211
Commuter Railroad	12	4,649	22,603	201.2	325	6,941
Ferry Boat	23	88	2,807	1.9	49	274
Other*	11	155	577	16.8	38	182
Subtotal	**5,036**	**96,490**	**261,216**	**3,020.6**	**8,867**	**41,377**
		(Total motorbus equivalent miles 3,807.1)				
School Bus	10,000+	361,998	N/A	3,690.9	9,600	N/A
Total	15,036	458,488	261,216**	7,498.0	18,467	41,377**

Transit modal statistics usually report on the well known transit modes such as motorbus, light and heavy rail, vanpool, etc. Typically left out of the data are school bus statistics. Yet school buses provide more child-rides (a term roughly equivalent to unlinked passenger trips), than what is popularly known as "public transit." With states and localities increasingly providing a greater and greater amount of funding for public transit, school bus transportation should be routinely reported modally as this particular segment of "public" transportation is entirely state and locally funded.

*Includes cable car, inclined plane, aerial tramway, vanpool and automated guideway.

**School bus data not included in these column totals

Source: APTA 1989 Fact Book
School Bus Fleet Magazine

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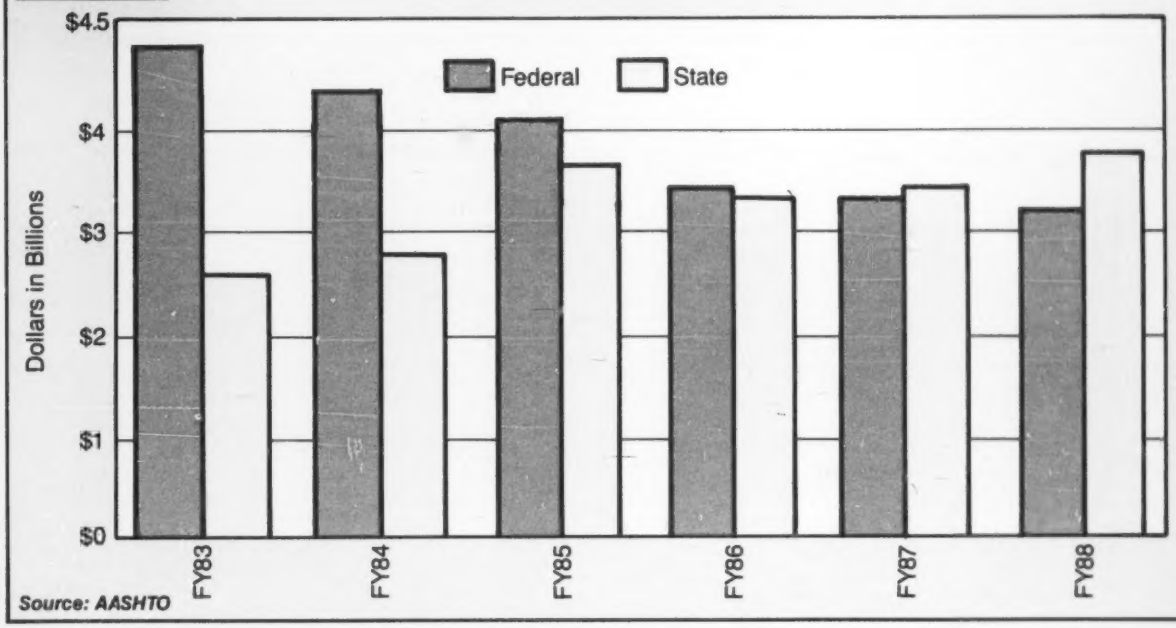
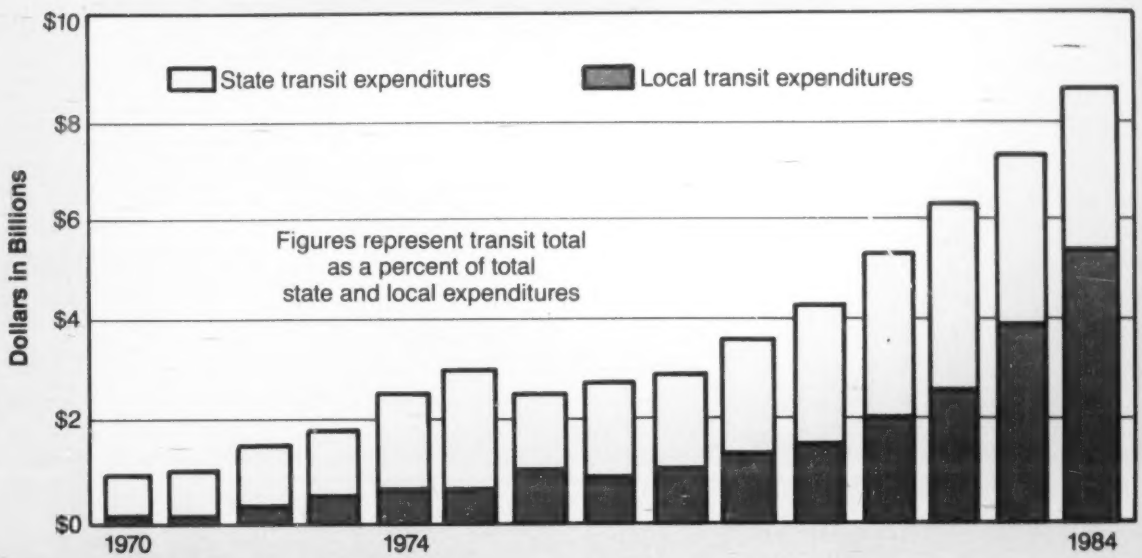
State Vs. Federal Expenditures For Public Transit



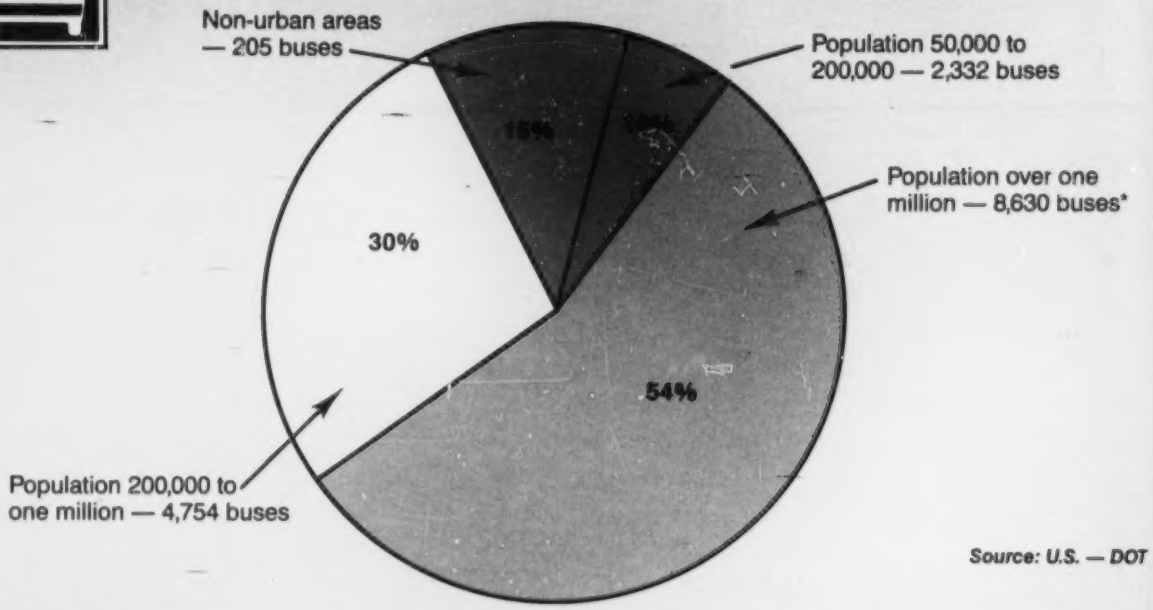
Source: AASHTO

State and Local Expenditures on Public Transit and Their Share of Total State and Local Expenditures, 1970-1984



Source: Survey of Current Business

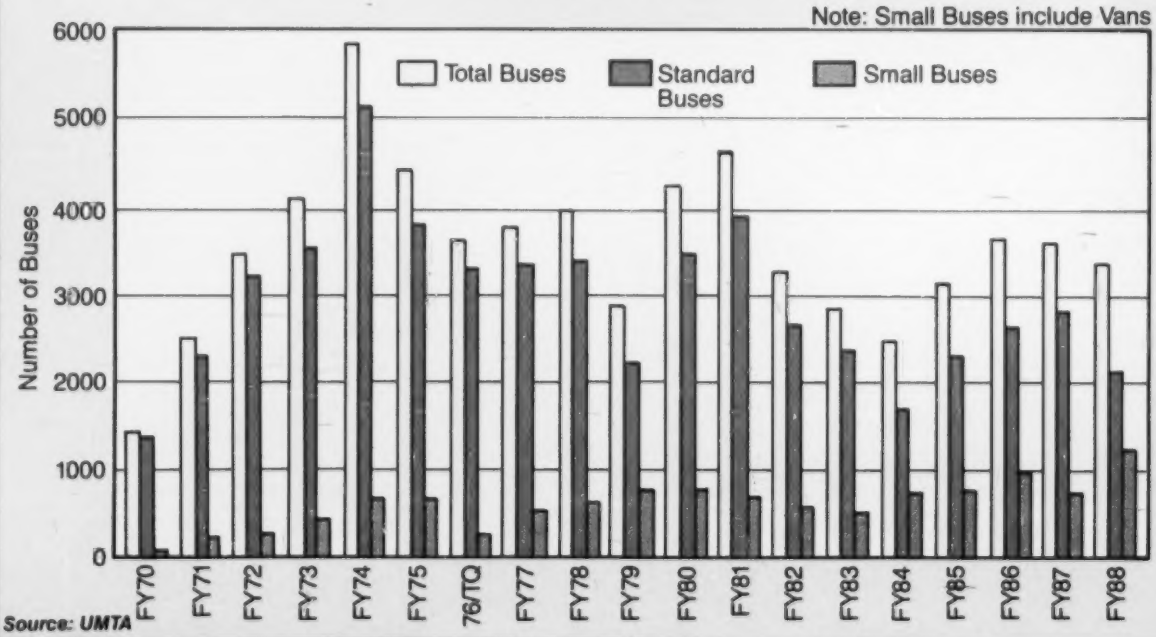
Buses Purchased With Discretionary and Formula Funds for all Urbanized Areas FY84 through FY88



Source: U.S. — DOT

* *During the same four fiscal years the 32 largest urbanized areas also received $762,588,771 in discretionary and formula funds for bus maintenance facilities.*

Bus Commitments
(Section 16(b)(2) and Section 18 not included)
FY70 — FY88



Source: UMTA

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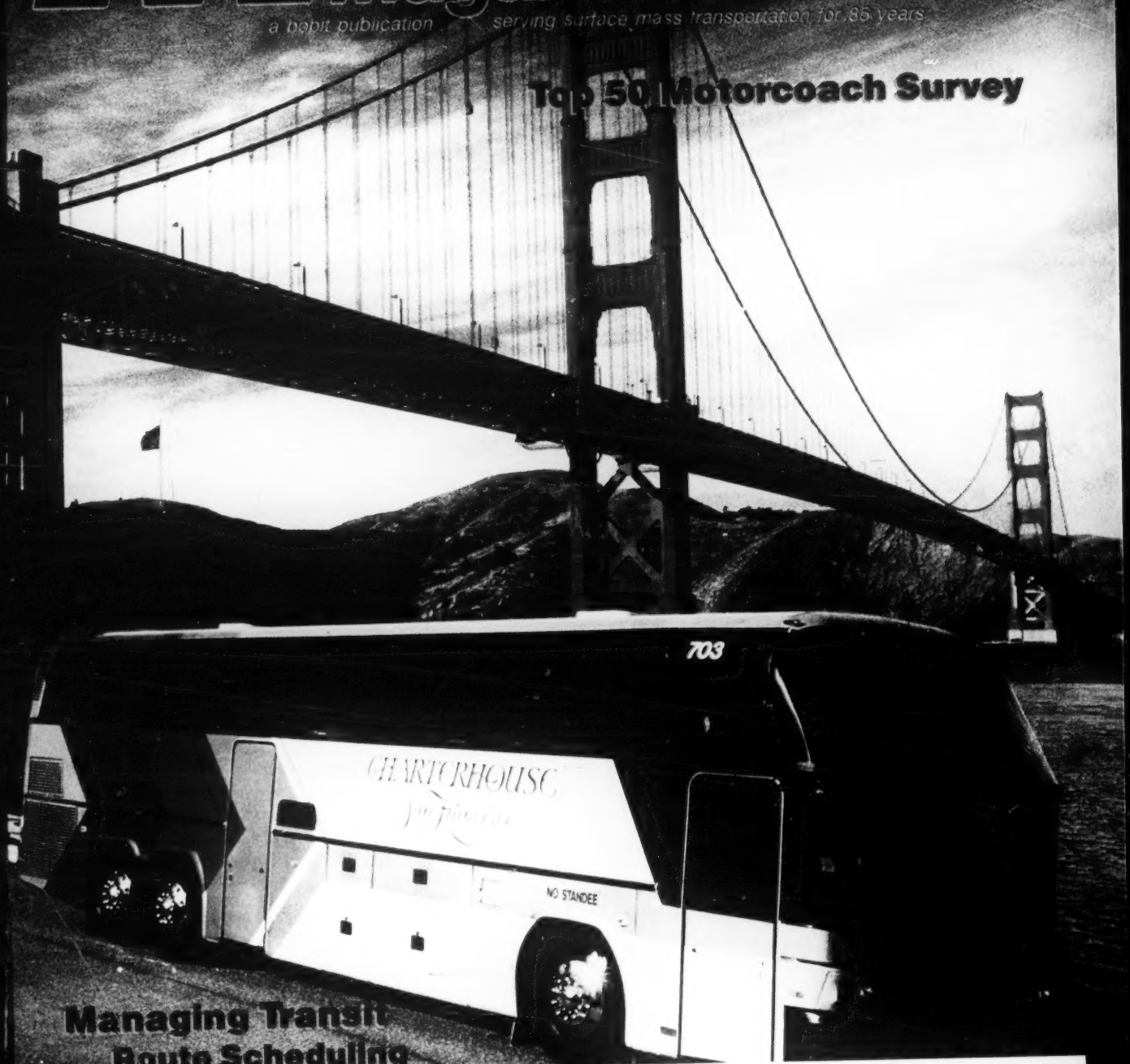
Top 50 Motorcoach Survey



Managing Transit Route Scheduling

The Motorcoach Industry Year-in-Review

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vol. 86 no. 1

January/February 1990

Motorcoach . . . . . p. 20

Total	Owned	Leased
3,850	1,368	2,482
420	400	20
370	231	139

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INTERNATIONAL PUBLIC TRANSIT EXPO '90

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On the cover: Neoplan Cityliner Photo courtesy of Charterhouse of San Francisco.

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METRO'S Top 50 Motorcoach Fleets

METRO's third annual survey of private carriers in North America.

By Jody L. Bush

METRO Magazine traditionally kicks off the New Year with the Charter Operator's January/February issue. The survey of the 50 Largest Motorcoach Fleets, a regular feature of this annual issue, reflects some of the changes coursing through the motorcoach industry.

For the third year running, and likely for the foreseeable future, Greyhound Lines of Dallas, Texas, qualified for the number one spot. The company reported 90 additional buses in its fleet. Greyhound increased the number of coaches it leased but decreased the number of coaches it owned — most likely because of the common ownership of Greyhound Lines and Bus Lease by GLI Holding Ltd.

The survey included companies that responded to a questionnaire sent by *METRO* editors or were contacted by telephone. Some data was acquired through other independent means. Because end-of-the-year figures would not become available until late December, the statistics cited are figures which run through the end of November or early December.

This does not affect the total number of motorcoaches owned or leased, but it is an approximation of the total revenue miles operated and the passengers carried for 1989.

On the average, the number of motorcoaches in service remained relatively the same and indicated growth and decline among some of the companies listed in last year's survey.

For instance, Robert's Hawaii Inc., increased it's fleet size to 377 in 1989 from 199 motorcoaches in 1988; Robert's advanced to the number four spot this year from number eight a year ago.

Greyline of Florida moved to position eight from number 13 increasing it's fleet from 155 buses to 191.

Arrow Stage Line of Sioux City, Iowa, also reported strong growth for 1989. The company garnered the number 21 spot on the survey with 100 buses.

Some operators are new to the METRO Top 50 survey. Atlantic Express Coachways made the list this year with 75 motorcoaches.

Starline Tours with 171 coaches, American Sightseeing with 118, and Trans-Bridge with 47 coaches participated.

Altogether, 12 new companies were included in this year's survey.

It also reflects consolidations among operators and the companies, most notably Jefferson Transportation, that have filed for bankruptcy.

As expected, the tour and charter business reflected growth in 1989; a consistent growth rate for the past three years. Operators credited the strong Asian and European tourist business that has surfaced in the American market. This segment of the industry is expected to continue the upward trend.

Dan Dipert, past president of the National Tour Association, said, "The tour industry has grown approximately 6 to 8 percent a year." However, he added, "There aren't any major events planned for 1990." Typically, major events are a significant factor in the growth of the tour and charter industry for a given year.

Contrasting opinions as to the state of the industry for the new decade surfaced. Industry professionals voiced concern over increased environmental pressures to redesign engines to meet stringent emission standards, the handicap accessibility issue and erosion among smaller motorcoach operators (see "Motorcoach Industry Faces New Challenges," page 20).

Motorcoach operators face the prospect of losing up to a third of their revenue-producing seats, depending on how the accessibility legislation turns out. If that development occurs, some predict there won't be enough private bus companies left to make anyone's survey.

Nearly all segments of the motorcoach industry are moving in a new direction. According to Vern Tull, executive vice president of Eagle Bus Manufacturing, "we are all headed in a styling change." The European motorcoach has inspired domestic manufacturers to incorporate more sophisticated design styles in their buses.

Judging from the survey, the industry did not experience dramatic changes in 1989, and although coach operators and manufacturers would like to be optimistic in the new decade, a sense of unease better describes the future of the motorcoach industry.

METRO editors will continue to explore the motorcoach industry with the 1991 Top 50 survey. If your company was left out of the listing and would like to participate next year, and operates more than 40 buses, please send a note to that effect to the editors. Send your information to: Top 50 Motorcoach Survey, c/o **METRO Magazine,** 2512 Artesia Blvd., Redondo Beach, CA 90278.

Largest 50 Private Operators

RANK 1990	RANK 1989	CARRIER, CITY, STATE	FLEET MIX/SIZE Total	Owned	Leased	PASSENGERS PER YEAR	REVENUE MILES OPERATED
1	1	Greyhound Lines Dallas, TX	3,940	1,280	2,660	21 mil	368.8 mil
2	2	Academy Lines, Inc. Hoboken, NJ	434	269	165	13.1 mil	34.3 mil
3	—	Greyhound Lines of Canada Calgary, AB	425	425	0	5 mil +	N/A
4	3	Fisher & Hamm Inc. Hoagland, NJ	381	377	4	1 mil	5 mil
5	4	Voyageur Enterprises, Ltd. Montreal, Quebec	324	N/A	N/A	N/A	N/A
6	6	Suburban Transit Corp. New Brunswick, NJ	261	150	111	9.8 mil	11.7 mil
7	5	Shortline Companies Mahwah, NJ	236	14	250	N/A	N/A
8	12	Gray Line of Ft. Lauderdale Ft. Lauderdale, FL	191	191	0	N/A	7.3 mil
9	11	Rockland Coaches, Inc. Bergenfield, NJ	182	19	163	5.9 mil	6.6 mil
10	—	Starline Tours Hollywood, CA	170	N/A	N/A	3 mil	2 mil
11	9	New York Bus Service Bronx, NY	150	150	0	4 mil	6 mil
12	14	Westours Motor Coaches, Inc. Seattle, WA	148	148	0	400,000	1.6 mil

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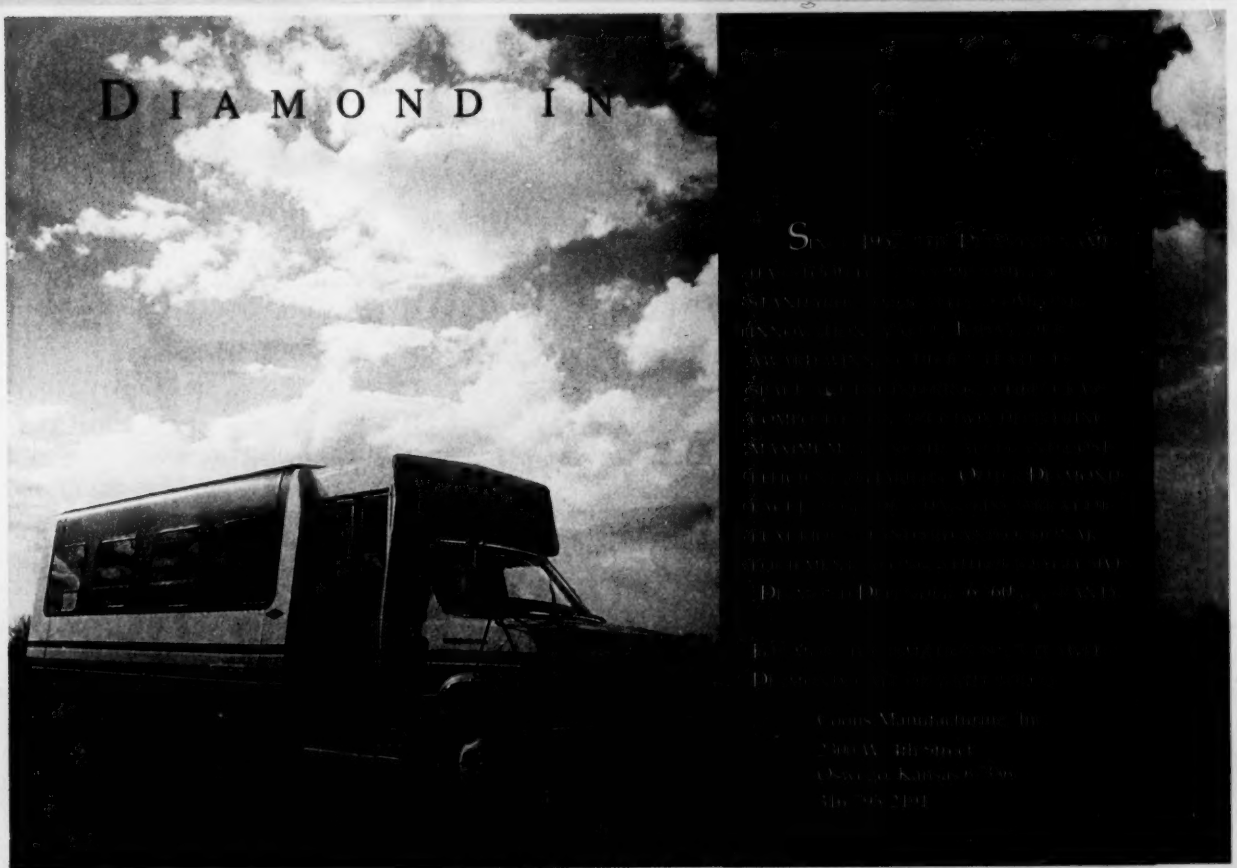
RANK 1990	RANK 1989	CARRIER, CITY, STATE	FLEET MIX/SIZE Total	Owned	Leased	PASSENGERS PER YEAR	REVENUE MILES OPERATED
13	12	Peter Pan Bus Lines Inc. Springfield, MA	145	130	15	1.8 mil	10.7 mil
14	16	Blue and Gray Coach Lines Inc. Olean, NY	145	142	3	N/A	8.8 mil
15	27	Antelope Valley Bus Inc. Lancaster, CA	127	122	1	N/A	5.9 mil
16	—	American Sightseeing Miami, FL	118	100	18	N/A	4.7 mil
17	37	Tower Bus Group Mt. Clemens, MI	110	110	0	2 mil	2.5 mil
18	—	Leisure Line Mahwah, NJ	107	106	1	N/A	N/A
19	19	Carolina Coach Co. Raleigh, NC	100	54	46	1.2 mil	7 mil
20	20	Plymouth & Brockton St. Railway Plymouth, MA	100	88	12	1.4 mil	3.9 mil
21	30	Arrow Stage Lines Sioux City, IA	100	90	10	N/A	5.6 mil
22	17	Gray Coach Lines Toronto, Ontario	98	98	0	7.8 mil	11 mil
23	21	A-1 Bus Lines Inc. Miami, FL	91	91	0	N/A	6 mil
24	23	Adirondack-Pine Hill Trailways Kingston, NY	86	71	15	724,594	5.4 mil
25	33	Lake Front Lines Brook Park, OH	84	54	30	700,000	5 mil



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Largest 50 Private Operators *continued*

RANK 1990	RANK 1989	CARRIER, CITY, STATE	FLEET MIX/SIZE Total	Owned	Leased	PASSENGERS PER YEAR	REVENUE MILES OPERATED
26	—	K-T Contract Service Inc. Las Vegas, NV	83	42	41	N/A	N/A
27	28	Decamp Bus Lines Mansfield, NJ	82	78	4	N/A	N/A
28	32	Keeshin Charter Service Chicago, IL	82	68	14	N/A	975,000
29	29	Frank Mericl Coach Company Wilkes-Barre, PA	79	79	0	N/A	5 mil
30	—	Atlantic Express Coachways Cinnaminson, NJ	75	75	0	1.2 mil	6 mil
31	31	TNM&O Coaches, Inc. Lubbock, TX	70	70	0	889,501	5.4 mil
32	—	McGill Inc. Carolina American Asheboro, NC	64	60	4	170,000	1.8 mil
33	—	Mark IV Charter Lines Inc. Gardena, CA	63	58	5	3.1 mil	1.2 mil
34	34	Carl R. Bieber Inc. Kutztown, PA	62	62	0	579,178	3.4 mil
35	29	Shoup Buses Inc. Middlebury, IN	60	60	0	644,560	5 mil
36	18	Blue & White Lines Inc. Altoona, PA	60	60	0	600,000	4.5 mil
37	35	Bonanza Bus Lines Inc. Providence, RI	57	57	0	1.8 mil	5.9 mil

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RANK 1990	RANK 1989	CARRIER, CITY, STATE	FLEET MIX/SIZE Total	Owned	Leased	PASSENGERS PER YEAR	REVENUE MILES OPERATED
38	42	Vermont Transit Co. Inc. Burlington, VT	54	50	4	480,000	4.6 mil
39	43	Eyre Bus Service Inc. Glenelg, MD	50	50	0	N/A	2.5 mil
40	—	Trans-Bridge Lines Inc. Bethlehem, PA	47	36	11	479,000	3.7 mil
41	—	Starr Tours Trenton, NJ	46	46	0	230,096	2 mil
42	47	Capitol Bus Company Harrisburg, PA	45	43	2	469,000	3.7 mil
43	44	Royal Coach Tours San Jose, CA	41	41	0	180,000	1.5 mil
44	—	Indian Trails Inc. Owosso, MI	41	36	5	304,000	2.7 mil
45	45	Ray & Rose Transport Inc. Las Vegas, NV	40	40	0	420,000	3.5 mil
46	50	Orange Belt States Visalia, CA	40	40	0	400,000	2.4 mil
47	49	Coach Travel Unlimited Corp. South Holland, IL	37	0	37	138,257	1.3 mil
48	38	Peerless Stages Inc. Oakland, CA	35	35	0	81,000	1.3 mil
49	40	Gray Lines Tours Co. Los Angeles, CA	30	30	0	350,000	3.5 mil
50	—	River Trails Transit Lines Inc. Galena, IL	30	30	0	N/A	2 mil

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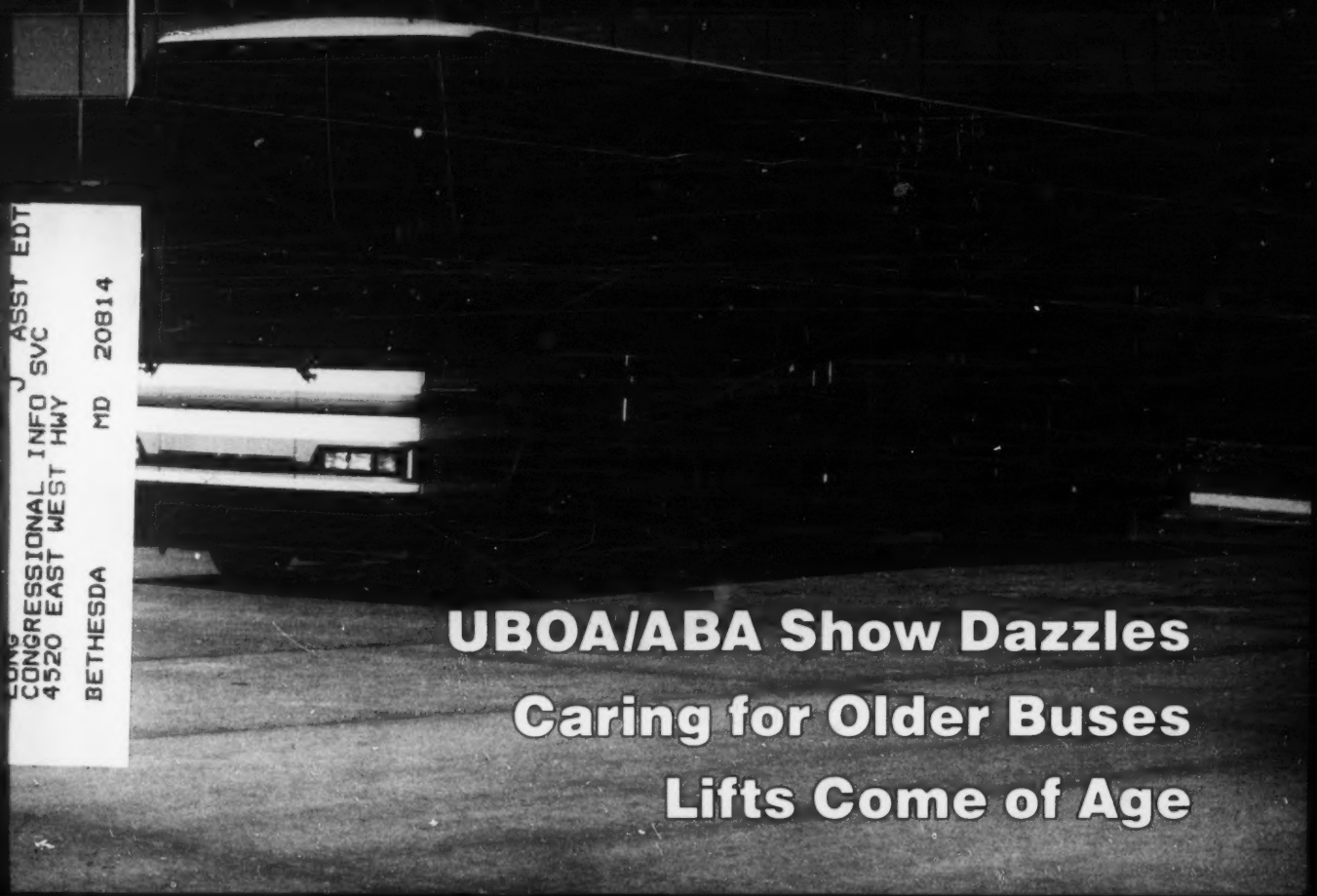
METRO Magazine

Prevost's New H3-40



UBOA/ABA Show Dazzles

Caring for Older Buses

Lifts Come of Age

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March / April 1990

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On the cover: Prevost H3-40. Photo by Bob Redden

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customer service business if the managers are too far from the customers "you're in deep trouble." Greyhound has removed some layers, he said, and the company "is as flat as it can be."

The plan to subcontract linehaul routes "has no market risk" for the subcontractor, Currey said, and "only a limited investment risk." He said the subcontractor runs the miles, manages the employees and provides the buses, owned or leased. He said the plan "is very much like a private company privatizing itself."

Meanwhile, all of Greyhound's drivers went out on strike March 2 as *METRO* was going to press.

A federal mediator had been called in to try to settle the contract dispute between Greyhound Lines and the Amalgamated Transit Union (ATU), which represents about 10,000 Greyhound employees including all its drivers.

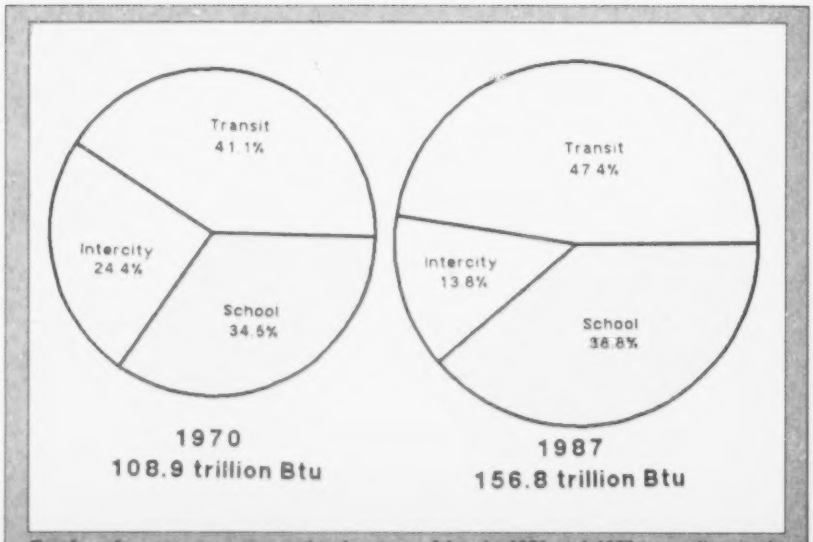
The present contract was to have expired March 1. The ATU had previously authorized a strike for March 2 if

Fred Curry

contract negotiations were not progressing satisfactorily. The company had made what it called its final offer, a complicated raise-incentive package. The union wants substantially more raises over three years.

In anticipation of a strike, Greyhound had taken several steps including hiring new drivers and trying to subcontract out some of its linehaul routes.

Greyhound was still trying to hire drivers to have them ready in the event of a strike, said Jeanne Fry, a Grehound public relations spokesperson. They would have to qualify, she said, but "many are ready." She also said contracts would not be signed with route subcontractors until a strike, "but we know who to see."



***Graphs show energy consumption by type of bus in 1970 and 1987, according to the* Transportation Energy Date Book.**

School Buses Lead In Energy Efficiency

School buses are more energy efficient than either intercity or transit buses based on Btu's per vehicle mile, according to the *Transportation Energy Data Book*.

The book, published in the fall, said school buses were more than twice as efficient as transit buses. The book's 10th edition was prepared for the Department of Energy by Oak Ridge National Laboratory in Oak Ridge, Tenn.

It noted that school and non-revenue buses traveled 3,700 million vehicle miles in 1986, more than double the travel of transit or intercity buses. In 1970 school buses traveled 2,100 million vehicle miles, the book said, and in 1980 2,900 million vehicle miles.

It said that of all types of buses in operation, only transit buses did not have energy efficiency improvement between 1982 and 1987.

Statistics in the book show that 486,753 school and other non-revenue (some industrial and other private) buses were in operation in 1987, up from 288,700 in 1970 and 418,255 in 1980. That compares with 57,687 motor buses and 20,400 intercity buses in 1987. It noted that school and non-revenue buses accounted for 81 percent of all buses in operation in the United States in 1987.

Stacy C. Davis, one of the book's four authors, said she hopes to include data comparing use of alternative fuels in the next edition of the book.

Electric Road System Planned

Southern California Edison (SCE) has developed an electric road system demonstration project in the Playa Vista community in Los Angeles County that will study the interaction between vehicles and electric transportation.

The $2 million project is jointly funded by SCE and the Los Angeles Department of Water and Power (LADWP). "The objectives of the program are to accelerate the development of advanced clean air transportation," said Melanie Savage, a spokeswoman for SCE.

Maguire-Thomas Partners, the primary developer for the Playa Vista community, donated the site to examine the benefits of electric road systems for other communities. The electric road system will cover 1,000 of the 5,000 feet of roadbed in the community. Edison

July/August 1990

METRO Magazine

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Seating Thinks Safety

Servicing Mid-Size Coaches

LONG
CONGRESSIONAL INFO SVC
4520 EAST WEST HWY

BETHESDA MD 20814

Software Aids Bus Mechanics

Additive Boosts Fuel Economy 6%

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Vol. 86 No. 4

BOBIT PUBLISHING

JULY / AUGUST 1990

Seating 21

L.A. 33

BC 40

On the cover: National Coach Corp.'s Escort RE. Photo by Don Dormeyer.

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Safety concerns open new markets.

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Once there were horse-drawn streetcars.

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Emission Control and the second group of buses was designated the placebo group. Only four PTS personnel knew about the use of the placebo.

The total fleet fuel economy improvement of the control group of buses averaged 5.8 percent. "The fuel economy improvements measured indicate that all costs for Emission Control will be recovered in fuel savings," the report concluded.

Three standard smoke opacity test were conducted. In the Pull Off Test, which demonstrates a full load stop at a passenger pick-up point to a pull away, an average improvement of 15.8 percent in smoke opacity was demonstrated.

In the State Test, which is used to demonstrate smoke opacity changes under no-load conditions as required by Arizona, an average smoke opacity improvement of 14.4 percent was demonstrated.

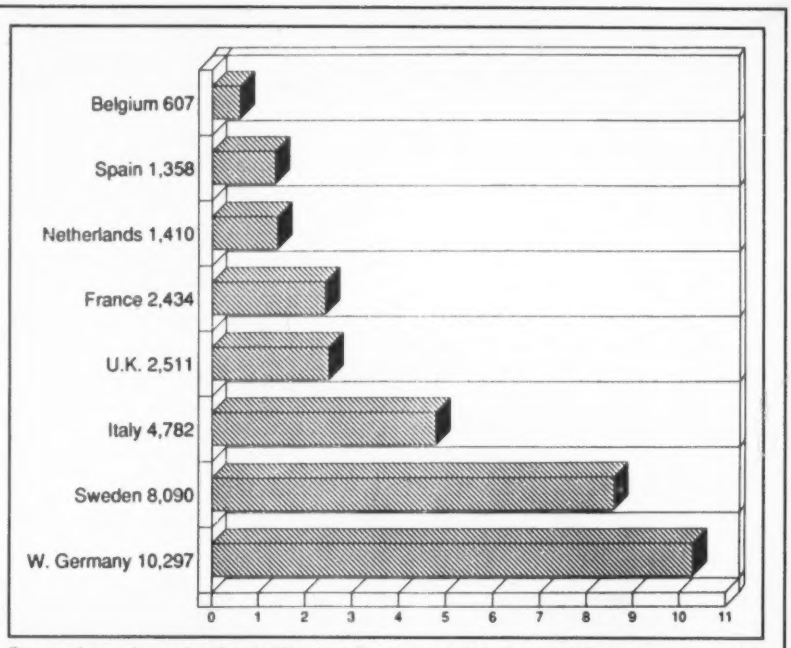
Finally, the Maximum H.P. Test, in which the vehicle is operated on a dynamometer in a no-load condition at maximum horsepower, an average improvement of 40.2 percent in smoke opacity was demonstrated.

"Wynn's Emission Control has been demonstrated to significantly reduce exhaust emissions, as measured by smoke opacity," said the report.

Of the three tests, the pull-off is considered the most significant because the smoke opacities are typically the highest during pull-off; in most pull-off tests, opacities should be less than 20 percent. "Our smoke levels are so low to start with that you have to look closer at data to see how many actual percents are being reduced," said Ross. "If you get a 15 percent to 20 percent reduction you are down in the 17 percent opacity range," he said.

Automotive ad dollars drop in magazines

The automotive industry spent $200.5 million on magazine advertising the first three months of the year, 7.4 percent less than it spent the same period last year, according to the



Bus and coach production in Western Europe in 1988. Total 1988 market was 31,489 units. Source: Frost and Sullivan Ltd.

Increase predicted in European bus production

The European bus and coach industry is leaner, fitter and more technically advanced then ever before, according to Frost & Sullivan, a market research publisher of London and New York City.

New developments in efficiency and comfort are helping to boost sales, Frost said.

Total bus and coach production in Western Europe was 31,489 units in 1988 and is predicted to rise steadily, after a dip this year, to 33,190 units by 1994, Frost said. Major factors influencing the market are economic conditions, interest rates, leisure and tourism and national transportation policies.

One of the industry's basic problems, that of the sheer diversity of producers, has been addressed with falling numbers in the late 1980s from about 20 major players to just 10, Frost said.

The manufacturers are now focusing their attention on technical advances such as anti-lock braking systems, particle filters, electronic climate controls, adaptive air suspension, computer-based vehicle monitoring systems, asbestos-free brakes, greater use of turbochargers, intercoolers and air brake systems and electronic-programmed ignition control, Frost said.

Passenger comfort, pollution reduction and fuel economy are the main reasons, Frost said, for the technical changes which are making a mark throughout the $1.96 billion component market forecasted to rise to $2.12 billion by 1994. It said the most important bus and coach manufacturing base is in West Germany, where production should rise to 10,620 units by 1994 led by Mercedes-Benz, MAN, Kassbohrer and Auwarter.

The most fragmented bus and coach industry is in the United Kingdom, Frost said, where in 1988 there were no fewer than seven companies combining to produce 2,511 units.

The fittest survivors, Frost said, will be the larger, more efficient and more diverse component manufacturers, particularly those with strong international representation and manufacturing

Seating will become increasingly sumptuous, Frost said.

September / October 1990

METRO Magazine

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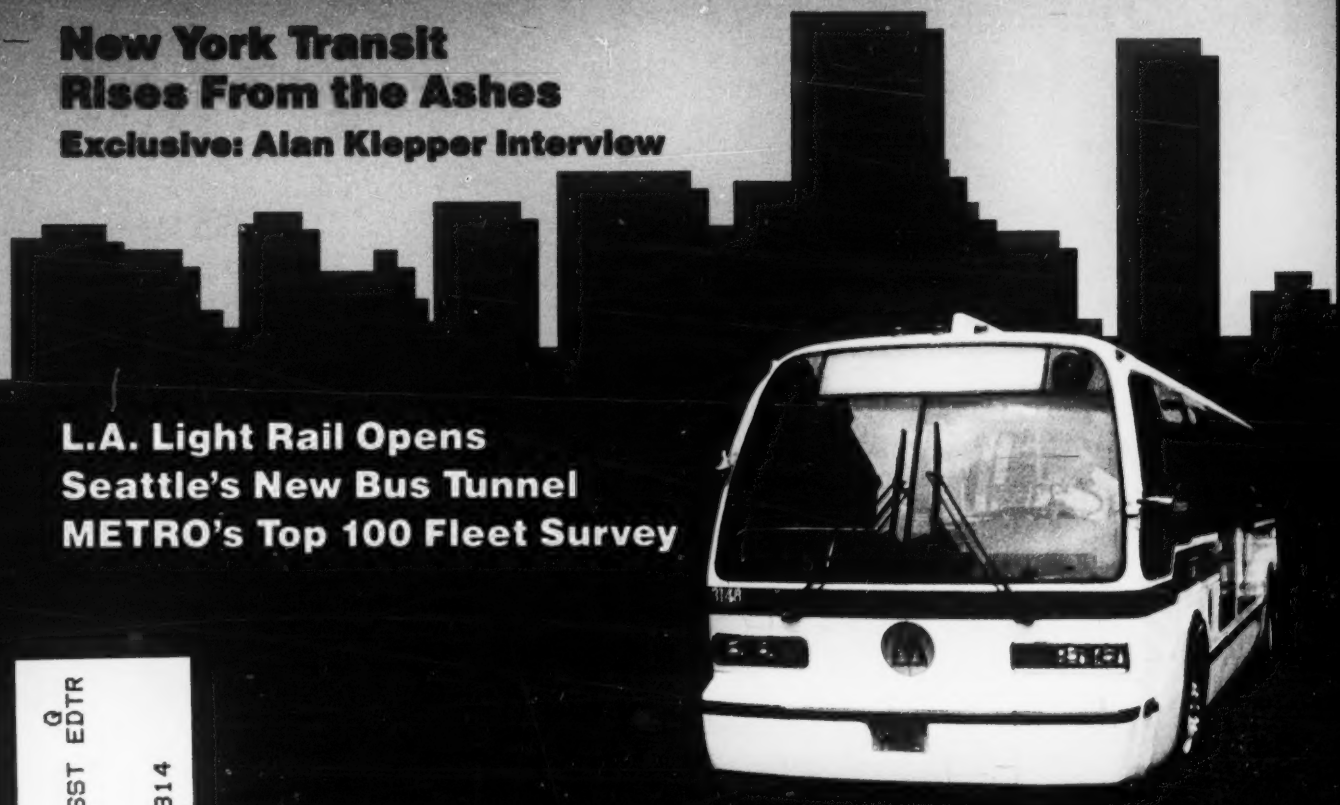
New York Transit Rises From the Ashes

Exclusive: Alan Kiepper Interview



L.A. Light Rail Opens

Seattle's New Bus Tunnel

METRO's Top 100 Fleet Survey

51093 MET 10 J ASST EDTR Q
LONG CONGRESSIONAL INFO SVC
4520 EAST WEST HWY
BETHESDA MD 20814

EXPO '90

PRODUCT SHOWCASE

METRO Magazine

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Vol. 86 No. 5

BOBIT PUBLISHING

SEPTEMBER / OCTOBER 1990

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Expo 81

On the cover: An RTS 06 in New York City. Cover design by Derrick Beasley.

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METRO's Top 100 Transit Bus Fleets

Operators report an even split of buses lost and buses gained. More wheelchair lifts and alternative fuel buses are on the way.

METRO Magazine's seventh annual Top 100 Transit Bus Fleet Survey was an interesting indication of fleet activity since the beginning of the year. Of the 100 transit fleets surveyed, there was about an even split between properties reporting increases and those reporting decreases in transit bus fleets.

Of the 52,036 buses transit operators reported, 41 transit properties added 1,234 buses to their fleets, and 44 reduced their fleet size by a total of 2,724 buses from 1989. The properties surveyed this year own and operate 1,291 fewer buses than last year.

Eleven operators reported the same number of buses as last year. Four new transit authorities made this year's survey: Greater Hartford Transit District, Kitsap Transit, Southeastern Regional Transit Authority, and Santa Cruz Metropolitan Transit.

The Southern California Rapid Transit District reported the largest increase, 255 buses, from 2,469 in 1989 to 2,724 in 1990. San Francisco Muni reduced it's fleet by 306 buses, down from 873 in 1989 to 567 in 1990. That was the largest decrease in fleet size this year.

Pace Suburban Bus Division of RTA, Arlington Heights, Ill., increased it's fleet size by 118 buses for a total of 779 buses and moved up to position 19 from 26 in 1989. Greater Cleveland Regional Transit Authority also had a significant increase in fleet size from 738 in 1989 to 838 in 1990.

Contracting with private sector firms was up from 2,113 last year to 2,149 in 1990. The 26 transit operators that reported contracting with private companies did not distinguish between service contracted out to the companies or service that the authority provided for them.

More on the way

The editors of *METRO magazine* asked transit operators if they have purchased or contracted alternative fuel buses. Twenty-one operators are testing 255 alternative fuel buses. And more are on the way.

RTD in Los Angeles plans to have 74 alternative fuel buses by the end of 1990. "The projection is to have 30 methanol buses, 11 CNG (compressed natural gas) buses, 12 methanol with Avocet buses and 21 buses with particulate traps," said Anthony Greno, public relations and government affairs officer at RTD. RTD is testing 30 methanol and three CNG buses.

Metropolitan Suburban Bus Authority in East Meadow, N.Y., is involved in an alternative fuel consortium in New York. It has ordered 10 CNG buses. Tri-County Metropolitan Transportation, Portland, Ore., is currently testing 92 alternative fuel buses under contract.

Transit authorities are also converting existing buses to use alternative fuel. Chicago Transit Authority (CTA) "is buying 25 CNG buses to see how they work," a CTA spokesperson said.

Willing to comply

Although this year's survey did not include a question about buses equipped with wheelchair lifts, several transit properties provided information about plans for making fleets accessible to the disabled.

President Bush recently signed the Americans With Disabilities Act (ADA) which states that discrimination against anyone with a physical or mental disability is a civil rights violation.

While the new bill requires all new transit buses purchased with federal funds be fully accessible, it does not require full accessibility for private buses. Instead, the bill calls for a three-year study to determine accessibility requirments for private buses.

Meanwhile, Project ACTION (Accessible Community Transportation In Our Nation), a group administered by the National Easter Seal Society and UMTA, recently released a report on transit systems that are handicapped accessible.

The study revealed that of the 112 systems surveyed, 47 transit systems have adopted a policy to buy fixed-route buses with lifts.

According to APTA's annual *Transit Passenger Vehicle Fleet Inventory* survey, of the 309 members who participated in the survey, 21,893 buses are equipped with lifts or ramps. That is 40 percent of the total 54,644 buses transit operators reported.

Tidewater Regional Transit, Norfolk, Va., recently purchased 62 new buses, 42 of which have wheelchair lifts. About 81 percent of NYCTA's 3,565 buses have wheelchair lifts. By 1992, NYCTA plans to have lifts in all of it's buses.

A few transit operators included in their fleet totals contingency buses and buses under contract to private companies. Also, some operators included articulated buses in the "over 30-feet" category rather than listing them separately.

In the "under 30-feet" category, a few operators included paratransit vans and these were also included in some bus fleet totals.

Transit authorities reported 1,227 electric trolley's in this year's survey. As in last year's survey, a separate category for electric trolleys was included in the survey.

Largest 100 Transit Bus Fleets

RANK		TRANSIT AUTHORITY, CITY	FLEET MIX/AGE					FLEET SIZE	
'90	'89	Agency Listing	35 Ft. & Over	Under 35 Ft.	Artic-ulated	Electric Trolley	Avg. Age.	1990 Total	± Over 1989
1	1	New York City Transit Authority New York City, NY	3665	0	0	0	8	3665	-220
2	2	New Jersey Transit Corp. Maplewood, NJ	2755	55	106	0	5	2916	+155
3	3	Southern California Rapid Transit District Los Angeles, CA	2387	307	30	0	8	2724	+256
4	4	Chicago Transit Authority Chicago, IL	2033	0	145	0	13	2178	-22
5	6	Toronto Transit Commission Toronto, ON	1890	133	90	136	8	2082	+104
6	5	Montreal Urban Community Transit Corp. Montreal, QE	1780	55	0	0	10	1835	-120
7	7	Washington Metropolitan Area Transit Authority Washington, DC	1483	76	75	0	11	1634	+25
8	8	Southeastern Pennsylvania Trans. Authority Philadelphia, PA	1501	0	50	110	7	1551	-59
9	9	Massachusetts Bay Transportation Authority Boston, MA	1311	0	0	30	7	1341	+114
10	10	Seattle Metro Seattle, WA	553	35	363	117	10	1068	-28
11	11	Metropolitan Transit Authority Houston, TX	824	21	50	0	5	895	-77
12	13	Metropolitan Transit Commission Minneapolis, MN	898	0	86	0	6	984	+32
13	15	Port Authority of Allegheny County Pittsburgh, PA	903	2	80	0	8	985	-2
14	12	British Columbia Transit Vancouver, BC	600	49	0	244	14	893	-93
15	17	Mass Transit Administration Baltimore, MD	0	0	0	0	8	862	-4
16	21	Greater Cleveland Regional Transit Authority Cleveland, OH	763	75	0	0	7	838	+100
17	18	Ottawa-Carleton Regional Transit Commission Ottawa, ON	805	50	164	0	8	825	-28
18	19	Alameda-Contra Costa Transit District Oakland, CA	621	114	90	0	9	825	0
19	28	Pace Suburban Bus Division of RTA Arlington Heights, IL	504	225	0	0	5	729	+116
20	23	Regional Transportation District Denver, CO	649	105	89	6	7	754	+41
21	20	Edmonton Transit Edmonton, AB	572	50	0	100	12	741	0
22	14	Dallas Area Rapid Transit Dallas, TX	623	85	30	0	7	738	-198
23	24	Bi-State Development Agency St. Louis, MO	387	57	57	0	8	501	-30
24	25	Metropolitan Atlanta Rapid Transit Authority Atlanta, GA	629	0	46	8	9	675	-24
25	26	Detroit Department of Transportation Detroit, MI	570	0	0	0	10	570	-12

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'90	'89	Agency Listing	35 Ft. & Over	Under 35 Ft.	Artic-ulated	Electric Trolley	Avg. Age	1990 Total	± Over 1989
26	18	San Francisco Muni San Francisco, CA	77	40	40	290	9	447	-53
27	31	Metro-Dade Transit Agency Miami, FL	517	8	0	0	8	565	+2
28	22	Tri-County Metropolitan Transportation Portland, OR	258	0	84	0	9	342	-114
29	27	VIA Metropolitan Transit San Antonio, TX	123	418	0	0	8	541	-43
30	32	Milwaukee County Transit System Milwaukee, WI	402	0	46	0	7	448	-52
31	33	Santa Clara County Transit Authority San Jose, CA	468	40	0	0	7	508	0
32	30	Calgary Transit Calgary, AB	336	0	0	0	6	336	-14
33	34	Connecticut Transit Hartford, CT	491	0	0	0	14	491	0
34	37	Regional Transit Authority New Orleans, LA	0	0	0	0	0	0	-150
35	35	Honolulu Transportation Services Honolulu, HI	439	25	8	0	9	472	-3
36	36	Suburban Mobility Authority Regional Transit Detroit, MI	241	0	0	0	7	241	-59
37	29	Orange County Transit District Garden Grove, CA	398	41	2	0	7	441	-136
38	38	Utah Transit Authority Salt Lake City, UT	400	0	0	0	7	400	-20
39	39	Niagara Frontier Transit Authority Buffalo, NY	376	2	0	27	0	395	-32
40	42	Southwest Ohio Regional Transit Authority Cincinnati, OH	348	0	0	0	9	348	-12
41	44	Westchester County Bee-Line System White Plains, NY	322	31	61	0	0	353	+17
42	48	Central Ohio Transit Authority Columbus, OH	340	0	0	0	8	340	+2
43	43	City of Pheonix Transit System Phoenix, AZ	257	15	56	0	8	328	+2
44	47	Transit Authority of River City Louisville, KY	311	0	0	0	9	311	-9
45	49	Metropolitan Suburban Bus Authority East Meadow, NY	285	20	0	0	8	305	0
46	41	San Diego Transit San Diego, CA	304	0	0	0	9	304	-16
47	46	San Mateo County Transit Burlingame, CA	178	60	65	0	5	303	-15
48	40	Liberty Lines Yonkers, NY	300	0	0	0	9	300	-16
49	62	Rochester-Genessee Regional Transportation Rochester, NY	210	67	17	0	8	294	+64
50	52	Kansas City Area Transportation Authority Kansas City, MO	288	0	0	0	8	288	-12

Largest 100 Transit Bus Fleets

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'90	'89	Agency Listing	35 Ft. & Over	Under 35 Ft.	Artic-ulated	Electric Trolley	Avg. Age.	1990 Total	± Over 1989
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52	56	Queens Surface Corporation Flushing, NY	245	18	0	0	8	263	+13
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54	57	Capital District Transportation Authority Albany, NY	214	29	8	0	6	251	+2
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
56	58	Rhode Island Public Transit Authority Providence, RI	232	3	5	2	7	242	-7
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
58	65	Triboro Coach Corporation Jackson Heights, NY	237	0	0	0	9	237	+15
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
60	60	Toledo Area Regional Transit Authority Toledo, OH	197	25	0	0	12	222	-15
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
62	66	Montgomery County Ride-On Rockville, MD	0	216	0	0	7	216	0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
64	64	Capital Metropolitan Transit Authority Austin, TX	129	85	0	0	0	214	-9
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
66	50	Pioneer Valley Transit Authority Springfield, MA	58	17	0	0	12	202	-83
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
68	70	Broward County Mass Transit Pompano Beach, FL	197	0	0	0	8	197	0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
70	73	Hillsborough Area Regional Transit Authority Tampa, FL	146	48	0	0	6	194	0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
72	76	Madison Metro Transit System Madison, WI	175	0	0	0	10	175	-3
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
74	53	Tidewater Regional Transit Norfolk, VA	154	19	0	0	8	173	-95
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
77	77	Charlotte Transit System Charlotte, NC	134	23	10	0	13	167	-5
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
79	78	Pierce Transit Tacoma, WA	150	0	0	0	0	150	-21
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
81	85	Fort Worth Transportation Authority Fort Worth, TX	112	32	0	0	5	144	+2
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
83	94	Birmingham-Jefferson County Transit Authority Birmingham, AL	106	18	0	8	7	132	+12
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
85	92	North San Diego Transit District Oceanside, CA	129	0	0	0	6	129	+5
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
87	0	Kitsap Transit Bremerton, WA	0	0	0	0	14	128	+128
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
89	93	North Suburban Mass Transit District Des Plaines, IL	122	4	0	0	8	126	+3
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
91	82	Pinellas Suncoast Transit Authority Clearwater, FL	124	0	0	1	0	124	29
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
93	88	Sun Metro El Paso, TX	84	30	0	4	12	118	-14
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
95	75	Metropolitan Transit Authority Nashville, TN	101	0	15	0	0	116	-64
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
97	97	Jamaica Buses Inc. Jamaica, NY	110	0	0	0	8	110	-4
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
99	87	Peninsula Transportation District Commission Hampton, VA	104	0	0	0	9	104	-28
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]